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November 8, 2010

Mr. Mark Conradi, Chairman
Chilton County Airport Authority
700 Airport Road
Clanton, Alabama 35045

**Subject: Annual Inspection Report
Gragg-Wade Field Airport**

Dear Mr. Conradi:

An inspection of the Gragg-Wade Field Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on November 5, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Gragg-Wade Field Airport. As noted in the report, the airport does not meet all the requirements for the issuance of an operating license. The operating license for the airport is being withheld until the license violations noted in this report have been corrected. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

The current clearing project to remove obstructions on Runway 26 had not been completed on the date of this inspection. There was notable progress being made on the tree line that is identified in this report. Please notify this office when the project is completed so that a follow-up inspection can be made to determine if all obstructions have been removed.

The license to operate the airport will be issued once the facility meets all license requirements.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

cc: Mr. Rans Black, FAA ADO
Keith Shippey, BWS&C

ANNUAL INSPECTION REPORT

NOVEMBER 5, 2010



CHILTON COUNTY (GRAGG-WADE FIELD) AIRPORT
CLANTON, ALABAMA

**Annual Inspection Report
Chilton County (Gragg-Wade Field) Airport
Clanton, Alabama**

November 5, 2010

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Chilton County (Gragg-Wade Field) Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on November 5, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

The licensing requirements referred to in this report are taken from the Administrative Code of the Alabama Department of Transportation Aeronautics Bureau.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated May 2003.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on November 5, 2010 it was determined that the airport **does not meet** the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 3).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results - Violation

- ➔ Runway 8 – The Approach/Departure Path is obstructed by trees, a power pole and a hangar.
- ➔ Runway 8 – The runway is displaced 819 feet. The displaced Approach/Departure Path is unobstructed.
- ➔ Runway 26 – The Approach/Departure Path is obstructed by trees and rising terrain.
- ➔ The FAA Runway Protection Zone is penetrated by trees and rising terrain on Runway 8 and by trees on Runway 26.

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- ✈ The FAR Part 77 surfaces are penetrated by trees on Runway 8 and trees and rising terrain on Runway 26.

Photo 1



Runway 8 approach from the displaced threshold

Photo 2

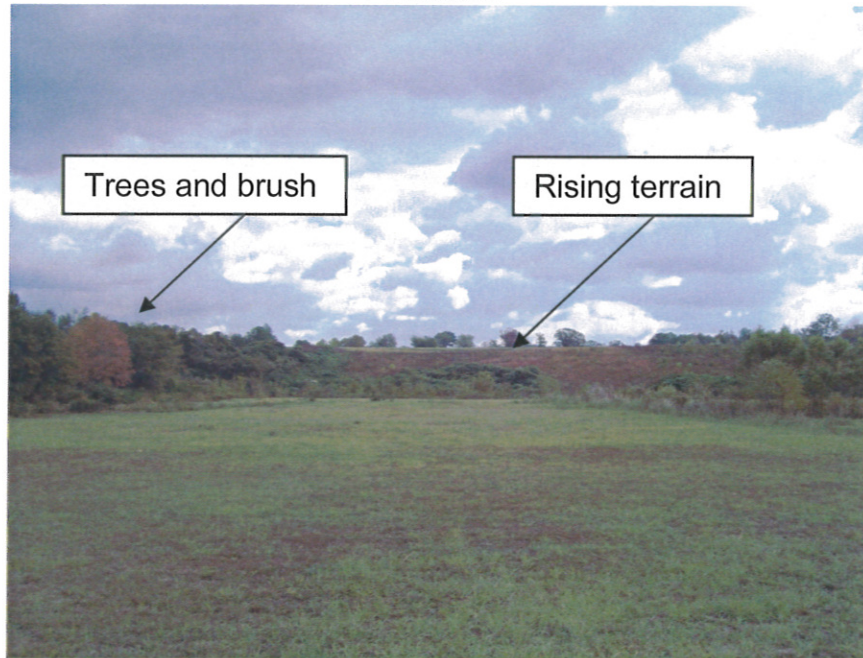


Runway 8 approach from runway end

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Photo 3



Approach to Runway 26 from runway end which is obstructed by a line of trees and brush along the north edge of the Approach/Departure Path and the rise in terrain across the approach.

Required Action

- In order to meet state licensing requirements, obstructions to runway 26 ALDOT Approach/Departure Path must be removed or the threshold displaced or relocated to provide an unobstructed 20:1 approach slope.
- See Appendices 2 and 3.

Maintenance Required

- In order to meet certain FAA grant assurances the obstructions located within the area of the FAA RPZs for runway 8 and 26 should be cleared.

Note: The airport has a clearing project underway to remove the obstructing trees within the Approach/Departure Path of Runway 26. Plans to mitigate the rise in the terrain are being planned for a future project. The airport is continuing the land acquisition within the RPZ of Runway 8 and the obstruction removal.

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2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- The primary surface meets state licensing requirements.

Maintenance Required

- The FAA Object Free Area surrounding the runway at a distance of 250 feet each side of the runway centerline is violated by small trees along the south side of the runway near the Runway 26 threshold.
- In order to meet certain FAA grant assurances the obstructions located within this area must be cleared.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

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Inspection Results - Violation

- ➔ The Runway Safety Area is violated by a group of small trees growing 175 feet from the runway end. This line of trees begins 79 feet from the centerline and extends 143 feet to the south of the centerline.

Photo 4



Line of small trees within the Safety Area of Runway 26

Required Action

- ➔ Remove all obstructions to the required Safety Area.
- ➔ To meet FAA requirements all obstructions must be removed within an area beginning at the threshold and extending 300 feet with a width of 150 feet centered along the extended runway centerline.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

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Inspection Results – Maintenance

- The Runway Identifier Markings of Runway 8 are in FAIR condition
- The Runway Identifier Markings of Runway 26 are in POOR condition.
- The runway centerline markings are in POOR condition.

Photo 5



Runway Identifier and displacement chevrons of Runway 8

Photo 6



Runway Identifier markings of Runway 26

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Photo 7



Runway centerline markings

Required Action

- ➔ The runway should be remarked in accordance with FAA AC 150/5340-1J.

5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- ➔ The windsock and tetrahedron are operational.
- ➔ The windsock is lighted.

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Photo 8



Windsock and Tetrahedron

Photo 9



Lighted windsock

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6. Airport Lighting Administrative Code 450-9-1-.12(6)

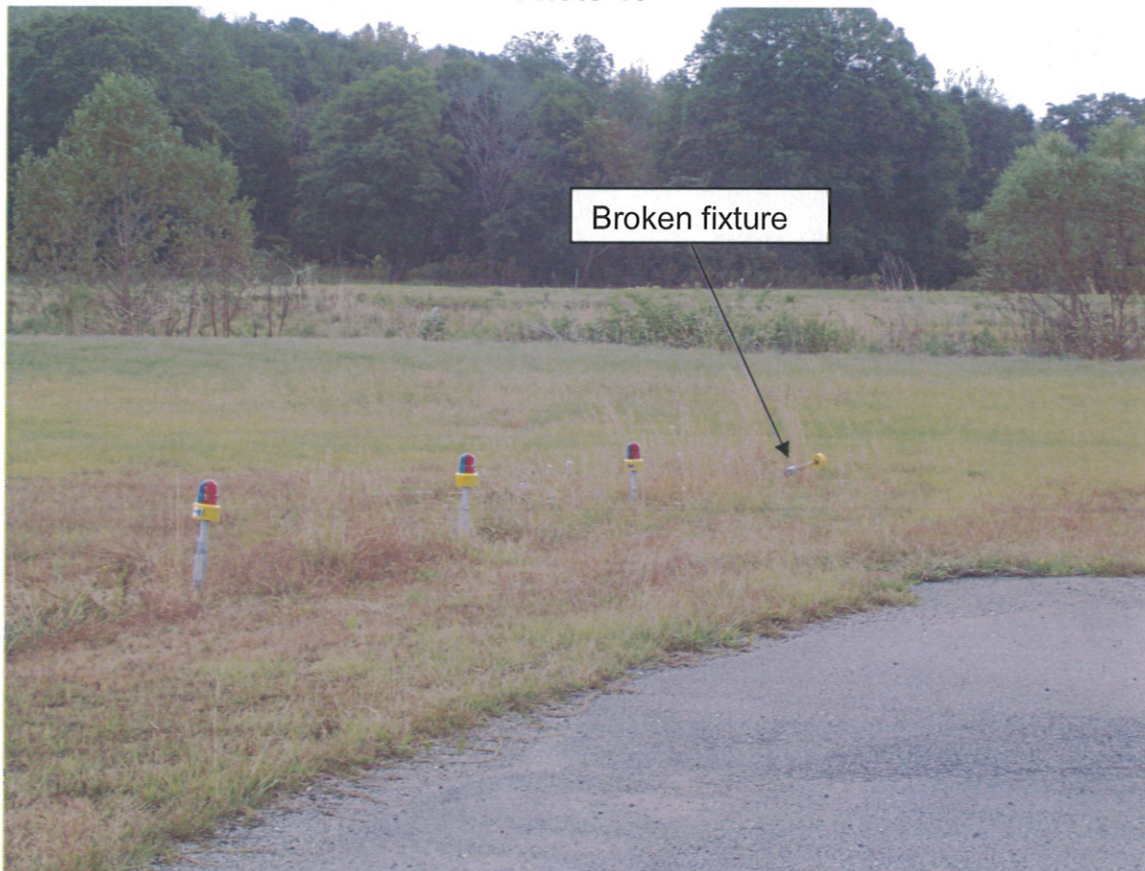
State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. An airport rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results – Maintenance

- The airport lighting system meets licensing requirements.
- One red light has a broken mount on Runway 8 at the runway end.
- One threshold fixture is broken on the Runway 26 threshold.

Photo 10



Runway 26 threshold lighting on the South edge of the runway

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Required Action

- Replace all broken fixtures.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results – Maintenance

- The overall condition of the airport pavement surfaces was found to be in fair condition, characterized by seam cracking with vegetation along with raveling.

Required Action

- A paving project should be considered within the near future.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

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Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 11



Fueling area

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- No prohibited activities were observed during this inspection.

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Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

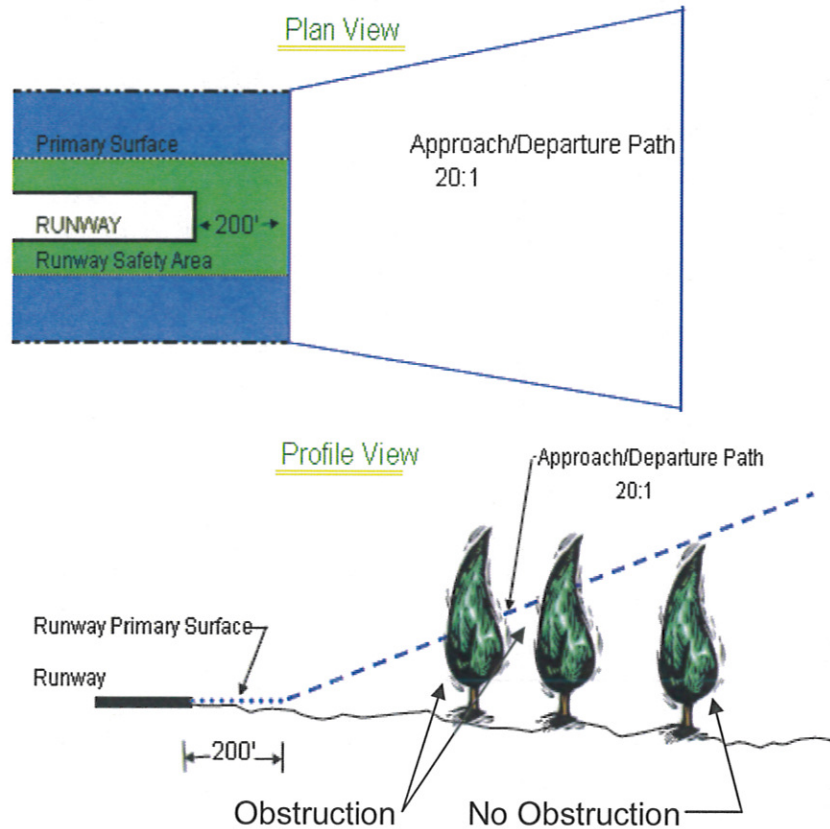
Inspection Area	Violation/Maintenance	Corrective Action
Approach Departure Paths	Violation	Remove ALDOT obstructions to RWY 26
Approach Departure Paths	Maintenance	Remove obstructions to FAA RPZ RWY 8 & 26
Runway Safety Area	Violation Runway 26	Remove all obstructions
Primary Surface	Maintenance	Remove all obstructions to the FAA OFA
Airport Markings	Maintenance	Remark runway IAW FAA AC 150/5340-1J.
Airport Lighting	Maintenance	Repair broken light fixtures
Runway, Taxiway, & Apron Conditions	Maintenance	Conduct paving project

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			

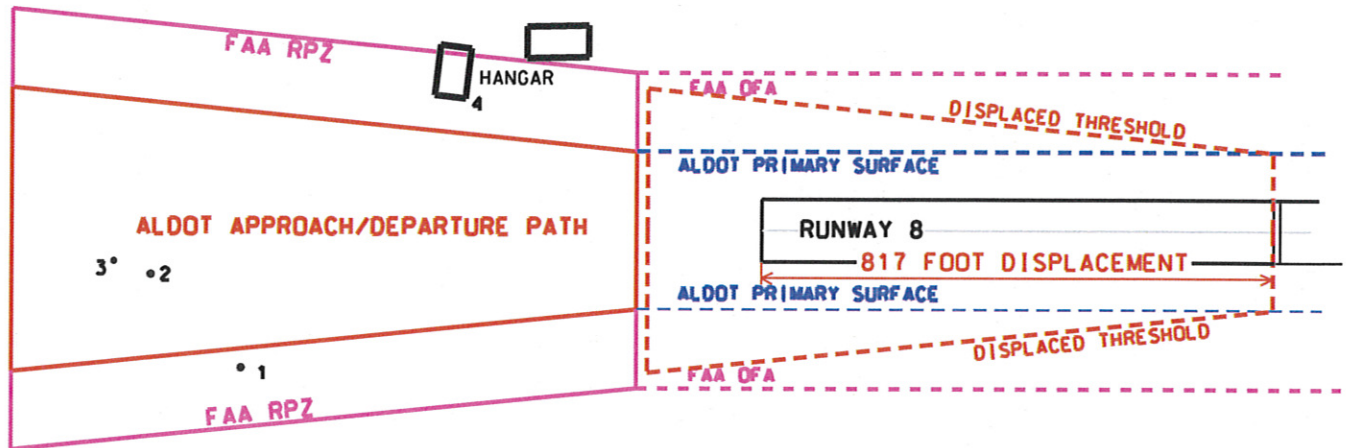


APPENDIX 1

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GRAGG-WADE FIELD CLANTON MUNICIPAL AIRPORT PLAN AND PROFILE RUNWAY 8 NOVEMBER 5, 2010



NOTE: THIS DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.



VIOLATIONS OF THE ALDOT 20:1 SLOPE:

2. +71 FOOT TREE
978 FEET FROM RUNWAY END
71 FEET FROM CENTERLINE
9:1 SLOPE
3. +85 FOOT TREE
1037 FEET FROM RUNWAY END
50 FEET FROM CENTERLINE
9:1 SLOPE

(827 FEET FOR NIGHT OPERATIONS)
THRESHOLD LIGHTS DISPLACED 827 FEET

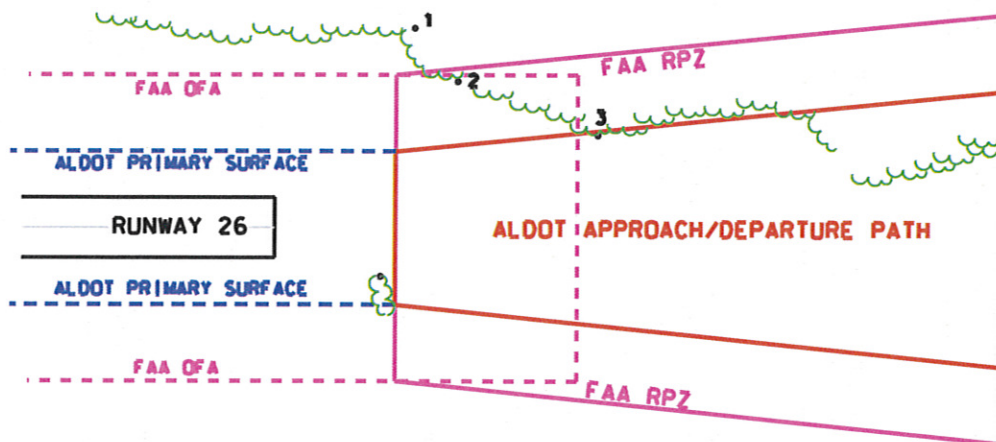
VIOLATIONS OF FAA RPZ (20:1 SLOPE)

1. +39 FOOT POWER POLE
833 FEET FROM RUNWAY END
219 FEET FROM CENTERLINE
6:1 SLOPE
2. +71 FOOT TREE
978 FEET FROM RUNWAY END
71 FEET FROM CENTERLINE
9:1 SLOPE
3. +85 FOOT TREE
1037 FEET FROM RUNWAY END
50 FEET FROM CENTERLINE
9:1 SLOPE

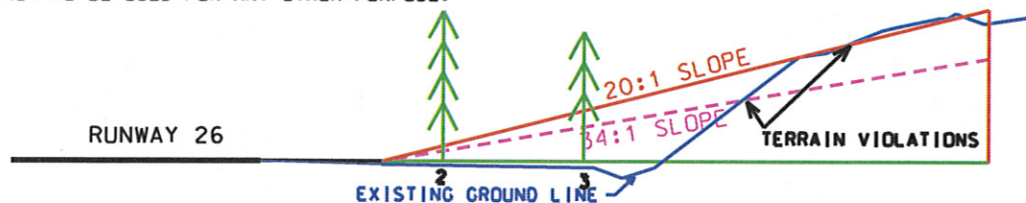
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GRAGG-WADE FIELD CLANTON MUNICIPAL AIRPORT PLAN AND PROFILE RUNWAY 26 NOVEMBER 5, 2010



NOTE: THIS DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.



VIOLATIONS OF 20:1 SLOPE:

A LINE OF TREES THAT INCLUDE

3. +42 FOOT TREE
534 FEET FROM RUNWAY END
152 FEET FROM CENTERLINE
7:1 SLOPE
4. +43 FOOT RISING TERRAIN
1013 TO 1025 FROM RUNWAY END
PERPENDICULAR TO CENTERLINE
19:1 SLOPE

VIOLATIONS OF FAA RPZ (FAR PART 77 34:1 SLOPE)

A LINE OF TREES THAT INCLUDE

2. +49 FOOT TREE
301 FEET FROM RUNWAY END
239 FEET FROM CENTERLINE
2:1 SLOPE
3. +42 FOOT TREE
534 FEET FROM RUNWAY END
152 FEET FROM CENTERLINE
7:1 SLOPE
4. +43 FOOT RISING TERRAIN
1013 TO 1025 FROM RUNWAY END
PERPENDICULAR TO CENTERLINE
19:1 SLOPE